The A. F. of L. Weekly News Letter contains a brief summary of important matters affecting labor, occurring in the industrial, legislative, and judicial fields, and such other information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS LETTER

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AGITATE! EDUCATE! ORGANIZE!

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LIBERALS MUST RALLY TO PRESIDENT'S AID

New York, Feb. 16.—The Public, published in this city, says:

"A new and momentous issue has arisen in this country within the past three weeks. The masters of business enterprise have awakened to the direction and intent of President Wilson's international policy. They have come with a shock to the realization that he and his advisers and the people behind him are in very truth waging a war for democracy and a stable peace. And they are groping their way toward an alignment of their forces that sooner or later will interpose itself as a formidable obstacle to a realization, through Mr. Wilson's policy, of the world's most precious hopes.

"Only by compromise or surrender in the field of this country's fundamental war aims can the issue be avoided or the conflict long postponed. And only through an awakening of the country's liberal forces and their drawing together in a powerful, conscious, intelligent political alignment can we give Mr. Wilson the requisite support and save enough of his program to justify the waging of this war."

The editor calls attention to a sentiment being craftily developed in favor of universal training and to a vision of America "as the financial and industrial center and master of the world."

"As part of this vision," says the Public, "they see an America drilled and regimented for efficient production—an America under the sway of scientific management, an America of workers responding to the patriotic stimuli of national pride and national honor, every immigrant 'Americanized,' every agitator silenced, every class difference smothered—by what? By the glamour of national prestige, by the cult of obedience, both to be fostered at a stroke by the institution of permanent compulsory universal military service! Great armaments as a visible sign of national power and prestige, equally potent to impress the malcontent at home, the competitor abroad!"

DEFEND ST. PAUL STRIKERS.

St. Paul, Minn., Feb. 16.—In a pamphlet issued by the trades and labor assembly on the present street car strike it is stated that the public has been kept in ignorance of the facts by newspapers.

"These oracles of wisdom, as they assume themselves," it is stated, "can always be depended on to suppress whatever does not suit the side of any case they take, which is always the side of the bosses. And if they do not suppress the facts they only print them to distort and misrepresent them and thereby create a totally false impression concerning them. They have done this in the case of the street car disturbance."

With one exception the St. Paul newspapers, it is charged, have tried to make the public believe that this strike "was a silly dispute about buttons."

"They have ignored the real issues at stake and said nothing about the fundamental justice of the street car men's case, which is the right to organize without hampering, restraint or punishment—a right guaranteed by the constitution.

"The question involved in this controversy is the old, old one of human rights versus property rights—or the question of man against money."

START BABY-SAVING DRIVE.

Washington, Feb. 16.—The children's bureau of the federal department of labor announces a drive to save 100,000 lives ordinarily sacrificed to infant diseases.

A nation-wide weighing and measuring of babies and children of preschool age will begin April 6 to be followed by an educational campaign, which it is hoped will diminish at least one-third the annual total of 300,000 preventable deaths of children under five years.

The physical examinations will be the most comprehensive stock taking of human resources ever attempted for the purpose of conserving life.

Methods by which lives are to be saved during the 12 months' period include registration of every child so that medical skill may be provided in cases where the family income is low; nurses during the period of confinement; clinics where sick children may be given medical attention; organization of bureaus of child hygiene; protecting the milk supply; an income making possible decent living standards.

PIPE LINE EARNINGS JUMP.

New York, Feb. 16.—The Southern Pipe Line company, one of the cis Standard oil group before the United States supreme court "dissolved" this trust, earned a profit of $2,534,565 last year, a gain of [illegible],194 over the preceding year.

The New York Transit company, another former Standard oil subsidiary, reports a net profit of $1,-[illegible]1,619, compared with $1,[illegible],121 in 1916. The Cumberland Pipe Line company earned a profit of $487,758, a gain of $[illegible]. The Buckeye Pipe Line company reported net earnings of $2,-[illegible]0,063, an increase of $277,910 over 1916, equal to $11.90 a share of outstanding stock.

PASS TEACHERS' PENSION.

Washington, Feb. 16.—The senate has passed the teachers' retirement bill, introduced a year ago by Senator Pomerene. The act applies to teachers in the District of Columbia and they must be employed here 10 years. At the age of 62 the teacher may be retired at her own option or at the option of the board of education. At the age of 52, if disabled mentally or physically, she may be retired, when she will receive amounts that vary from $400 upward, according to salary. The teacher will contribute 63 per cent of the fund and the government will contribute 37 per cent.

SIGN UNION AGREEMENT.

Buffalo, N. Y., Feb. 16.—Secretary Lyons, of the national association of machine printers and color mixers, reports the unionizing of the Prager company of Brooklyn, N. Y., which involves three wall paper firms.

It is agreed that future mills will also be conducted on the union plan and the company will sign any contract agreed to by a majority of the wall paper manufacturers after the present agreement expires.

MORE COPPER MINED.

Butte, Mont., Feb. 16.—During January the Anaconda Copper company produced 24,984,000 pounds of copper, a gain of 2,384,000 pounds over the December total.

These figures are interesting in view of the "shortage of labor" claim.

LABOR WON'T BE "GOAT" FOR WAR PLAN DELAY

Washington, Feb. 16.—Employers will not be permitted to make labor the "goat" because of any war plan delay said President Gompers, at a hearing before the senate committee on commerce.

The A. F. of L. executive urged the committee to send representatives to visit ship yards and thus learn at first hand the actual conditions confronting the government.

He said the laboring men of this country refuse to be blamed for delay in the government's war program and that labor cannot be expected to maintain high efficiency unless the housing problem is immediately solved.

"Up to this minute," he declared, "not a single house has been built to accommodate a working man. You and I have a place where we can rest, but work men who are drawn to a central point find no house there. They are put in stables or garages; sometimes they can not find even such shelter. I don't want to be the defender or critic of anyone, I merely speak for the laboring men of the country. Men come to positions and find they can not procure accommodations and must go elsewhere. Then there is the question of transportation in some places. It is necessary for men to get homes miles from their work. In some cities men must ride miles in crowded trolley cars, and in Philadelphia the trolley cars are jammed."

PLEAD HATTERS' CAUSE.

Danbury, Conn., Feb. 16.—Hat manufacturers have refused the request of citizens to save this town from financial ruin by opening their factories under old conditions. The employers locked out their workers last May, when the latter asked that a contract be renewed.

The federal department of labor has attempted to adjust this controversy and now the hatters forward petitions from Danbury citizens relative to the arbitrary attitude of the employers. The hatters say:

"We wish to call your attention to the action of the Connecticut chamber of commerce, or those who control its policies, that while bidding for employes in munitions plants in Bridgeport and other Connecticut towns, that the members of the United Hatters of North America were openly discriminated against and in almost every instance, where their reference was a hat manufacturer, they were refused employment and told to go back to work in Danbury and desert the United Hatters. Many such efforts along these lines have been made by hat manufacturers flying an American flag that union members purchased for their employer before locking out these members and now at the present time, flying over aliens."

URGE COLLECTIVE ACTION.

Washington, Feb. 16.—It is no longer possible to conduct industry by dealing with employes as individuals. Some form of collective relationship between management and men is indispensable. The recognition of this principle by the government should form an accepted part of the labor policy of the nation.

The above is included in the recommendations of the president's mediation commission in a report to President Wilson. Other recommendations is the eight-hour day and the elimination to the utmost practical extent of all profiteering during the period of the war as a prerequisite to the best morale in industry.

The commission makes this reference to the I. W. W.:

"This uncompromising attitude (opposition to trade unions) on the part of the employers has reaped for them an organization of destructive rather than constructive radicalism."

STREET CAR STRIKE ENDS.

Eau Claire, Wis., Feb. 16.—The street car strike in this city, Chippewa Falls and Altoona, has been compromised by a wage increase of 2 cents an hour.

St. Louis, Mo., Feb. 16. — A five-days' strike of street car men has ended by the United Railways company agreeing to discharge all strikebreakers, arbitrate wages and other disputed questions and meet representatives of its employes. The company first insisted that it would only recognize the car men's union "if not affiliated with car men's unions in other cities." When 3,000 strikers tied up the system, the company abandoned its peculiar idea of "union" recognition.

TORPEDOED ARE INSURED.

Washington, Feb. 16.—Dependents of soldiers lost on the torpedoed transport Tuscania are protected by United States government insurance and compensation. Those who had not applied for insurance were covered by automatic insurance, payable to a wife, child or widowed mother. This insurance aggregates about $4,300, netting $25 a month for 240 months. Insurance that had been applied for is payable to a much larger class of beneficiaries and will go as high as $10,000, netting $57.50 a month for 240 months.

The compensation in case of death, given by the government without charge and regardless of rank of pay, ranges from $20 to $75 a month, based on the number of dependents.

IMMIGRATION FIGURES.

Washington, Feb. 16.—During November of last year 9,545 immigrants were admitted to this country. Of this number Austria contributed nine and Hungary two. The other sources of cheap labor—Bulgaria, Serbia and Montenegro—did not contribute a single person. The largest number came from British North America, 2,226; Japan, 777; West Indies, 583; Russia and Finland, 516; Norway, 321, and France, 247. Thirty-nine were admitted from the German empire.

PRINTERS RAISE WAGES.

Danbury, Conn., Feb. 16.—The Typographical union has raised wages $1.50, $2.50 and $3 a week for its members employed on evening newspapers, morning newspapers and in commercial job offices respectively.

The new rates are: Morning newspapers, $25.50; evening newspapers, $22.50; commercial shops, $21 a week.

IRON WORKERS WIN.

Montreal, Quebec, Feb. 16.—Over 500 structural iron workers employed by the Dominion Bridge company have won their strike for better conditions. The solidarity of these employes forced the company to abandon former antagonisms.

THE TRAVAIL OF A NEW FREEDOM

BY PRESIDENT GOMPERS, IN AMERICAN FEDERATIONIST.

"Business as usual" is an impossible idea. Every interest of every individual in the warring nations is in some degree affected by war conditions. The business of the nation has become of paramount importance. That business is to make war, and to make war in such a way that there shall be less danger of future wars. Success in that purpose depends upon efficiency. Efficiency is conditioned by material resources and ability to utilize those resources in the most effective manner with all elements concerned working in the relations in which they can best use their personal ability.

Organization for the business of war becomes heir to many of the evils and mistakes of organization for peace. In time of peace, when there was present no actual menace of physical danger, other things were thought more important than the determination of wisest plans and methods. Because it was possible to muddle through in some way and secure apparently satisfactory results, the nation's business was more or less neglected for the business of individuals. In private business the guiding principle has generally been individual profit. Individual profit may mean national waste. Organization for war is dependent primarily upon effective management, and bring out in a startling manner mistakes and stupidity of peace times.

In order to organize for war we have to find out what was wrong with the organization of peace, and have had to open many closet doors concealing industrial skeletons. Unless we needlessly sacrifice the lives of many soldiers and sailors and endanger the success of the whole war through failure in production, we shall have to open many more doors and disclose existing evils, and listen to many voices long ignored telling the story of industrial inhumanity.

The first outstanding problems were control over food supplies and transportation. Legislation to eliminate speculative prices in food essentials and to facilitate equitable distribution of supplies was early enacted by congress.

Under existing practices transportation had become seriously congested. Anti-trust legislation had prevented railroads from pooling their resources and combining roads into a continental system. To secure some measure of protection against railroad greed legislation prescribing these restrictions had been enacted. Time and time again the attention of the nation's legislators had been called to the necessity of formulating a national railroad policy that would enable the country to secure the best service, and at the same time prevent exploitation. Consideration of this difficult problem had been deferred from time to time until war necessity forced immediate action. Movement of troops, war supplies in addition to the needs of the civil population make a continental system an imperative necessity. The president took over the railroads and appointed a director general.

The coal situation has also convicted federal legislators of lack of vision and inactivity. The fuel problem would not be so serious if provisions had been made for utilizing natural power found all over the country.

In the labor situation we find the results of stupidity in autocratic power. As the labor problem has now become largely a national problem, an essential element has been emphasized more clearly than ever before—that all elements concerned have responsibilities.

When all parties concerned in the problem attempt to deal with it in full realization of their responsibility more equitable solutions will be gradually worked out, but it must be always remembered that this is a common problem in which both workers and employers are concerned, and in which both must have a determining voice. A satisfactory working adjustment can be reached only when representatives of all parties sit around the table to discuss their common problems on terms of equality.

The same principle which our nation is fighting to establish in international relations must exist in industrial relations at home. There must be a basis of justice for all whether weak or strong.

It may be that the chastening experiences of war were necessary to make us heed these weaknesses in national organization and to make us search out the master facts of life.

These are voices warning us against achievements secured through waste, against ill-based concepts of relations between man and man which reward exploitation. They direct the way toward paths of peace, human justice, and a new freedom.

America is at the dividing of the way between the old and the new where the determining standard is service. The world is suffering the travail and pain for a new birth for justice, freedom, and humanity.

ONE WORKER KILLED EVERY SIX HOURS

Boston, Feb. 16.—Trench life "over there" finds its parallel in Massachusetts, according to Dudley H. Holman, who stated at a meeting of cotton manufacturers that one man was killed in industry in this state every six hours last year, and that during the same period some working man or woman was more or less seriously injured every minute.

"We are killing and maiming," he said, "more people in industry annually than we will call to the colors in the first three drafts. Every worker is an economic asset, whose value increases or decreases in proportion to his productivity. He becomes a liability when he is rendered unable to work, whether the cause is accident or preventable trade disease.

"There is serious doubt if we can meet the requirements thrust upon us by this world war if we do not at once begin to stop this waste."

NO P. O. FIGHTING SPIRIT.

Washington, Feb. 16.—Postmaster General Burleson's claim that the post office service break-down is caused by the railroads is not supported by Secretary-Treasurer Flaherty of the National Federation of Postal Employes, who writes in the official magazine of this organization that the chief reason is an absence of the post office "fighting spirit" that abhorred being "stuck."

"There is no longer the fine, splendid, fighting spirit of old, when it was considered discreditable to go "stuck," and when men voluntarily put forth the best efforts of which they were capable," says Flaherty.

"In its stead there is the dull despair that comes with a realization that the service heads care nothing for the human element. The dollar is supreme; the man is subordinated. 'Give us this year our usual surplus—and then some.' is the slogan from those on high. Nothing else counts. Until Mr. Burleson alters his policies and curbs his insatiable desire for a surplus at the expense of the well-being of the men, he will never be able to give the public any more than he is now giving it—apologies and alibis for the most wretched mail service in the nation's history."

POLITE WORD FOR STARVING.

New York, Feb. 16.—Writing in a local newspaper on the 125,000 New York school children who are undernourished, Dr. Henry Smith Williams says:

"To say that a child is undernourished is a polite way of saying that the child is starving. To be sure, there are degrees of starvation; and a comparatively small portion of New York's 125,000 underfed children will actually starve to death in the immediate future. But every one of them will suffer permanent injury to body and mind in greater or less degree; and probably not one of them will live out what would otherwise be his normal span of life. A very large number of them will fall victims to one form or another of contagious disease that they might otherwise ward off. Measles, scarlet fever, whooping cough, diphtheria, croup, influenza and pneumonia will claim many of them prematurely, and sooner or later tuberculosis will exact an enormous toll among them."

R. R. 8-HOUR LAW IGNORED.

Washington, Feb. 16.—At a hearing before the railroad wage commission, S. E. Heberling, president of the Switchmen's Union of North America, said the railroad eight-hour law was not being generally observed because overtime was not penalized. The unionist insisted that the work day should be kept as closely as possible to eight hours that accidents due to fatigue may be minimized.

Secretary of the Interior Lane, chairman of the commission, called attention to the casualty figures for switchmen, which show the percentage is greater than for the armies in Europe.

UNION TOBACCO KITS.

Louisville, Ky., Feb. 16.—Andrew McAndrews, president of the Tobacco Workers' International union, says several union factories are packing soldiers' kits of union tobacco which will be forwarded by the Tobacco Workers' union to any cantonment, camp or individual at the request of a local union or other donor.

Address queries to the offices of the Tobacco Workers' International union, Iroquois Life building, Louisville, Ky.

STRIKE CAUSES MEAT WASTE.

Seattle, Feb. 16.—Federal meat inspectors have condemned several truck loads of hams, and nearly 100 beef carcasses because of improper dressing, by strikebreakers employed in the Frye and other packing plants.

UPHOLSTERERS UNITE.

Pittsburg, Pa., Feb. 16.—The Upholsterers' union is conducting an organizing campaign among upholsterers, carpet layers, sewers and women employed in shops and stores in this city.

CANADIAN WORKERS OPPOSE COMPULSION

Ottawa, Ontario, Feb. 16.—Conscription of farm labor was opposed by representatives of labor at a week's conference with the government on labor conditions.

The unionists declared that slavery would be established if one man was forced by law to work for another man for profit.

The labor forces argued that the actual growing of food on the land was only one factor of food production. If it was necessary, they said, to conscript labor for seeding, ploughing and reaping, it might just as reasonably be considered necessary to conscript labor for the manufacture of farm machinery and the transportation of farm produce. The workers gave notice they would wage vigorous warfare against any such action.

Actual shortage of labor for railroad maintenance was regarded by the workers as a myth. Canadian vice presidents of the International Brotherhood of Maintenance-of-Way Employes, who represent over 10,000 track workers, said the railroads are themselves responsible for present conditions, as they were refusing to bring wages up to a standard on which Canadian citizens could live.

Protection of women employed in industries was urged by the workers, who also insisted on equal pay for equal work, and the right of the women to vote.

The government was asked to seize lands held in the west for speculative purposes and to pass necessary legislation that would make a "back-to-the-land" movement possible.

"WOMAN LABOR" CRY IS FAKE

San Francisco, Feb. 16.—Deputy Labor Commissioner Gorman says there is no necessity for women to enter industries heretofore employing men exclusively.

"The only reason for such action," he says, "is the greed of employers to make money. Of course, they will tell you there is a shortage of labor owing to the large number of men who have joined the colors, but that is not true. In many instances I have found that men who are too old to enlist have been laid off and women put in their places for the sole reason that the women worked for wages 50 per cent less than the men.

"In other words, to put it plainly, some employers are using the war as an excuse to get their work done cheap and make more money for themselves by having women workers."

The commissioner cited one case where an employer discharged his male workers when they asked for higher wages and an eight-hour day. Women were installed at about one half the wage formerly paid.

NEW NAME FOR CHINKS.

Washington, Feb. 16.—United States Senator Gallinger realizes that the term "coolie labor" is obnoxious to Americans so the New Hampshire lawmaker proceeds to refute Shakespeare's theory that "a rose by any other name would smell as sweet."

In discussing the alleged shortage of labor last week Senator Gallinger told his colleagues that it was necessary "to get rid of the senseless opposition to oriental farmers, and let us have some of these men brought here; not coolies, but real farmers from China, because they have there some of the best farmers there are in the world."

Senator Gallinger closed his plea with this mournful declaration:

"I presume, however, that the opposition of the labor unions will make it impossible to do that."

HOLD YOUR LIBERTY BONDS.

Washington, Feb. 16.—While not objecting to the sale of a liberty bond where necessary, Secretary of the Treasury McAdoo urges holders of these securities to hold fast to their bonds and not exchange them for securities which, in a number of cases, are of very questionable value. The secretary warns bond holders against ill-advised disposition of their bonds, which is urged in many cases by "get-rich-quick" promoters.

TO REGULATE CANNING.

Portland, Ore., Feb. 16.—Complete control of the fishing and fish canning industries on the Pacific coast has been invested by the federal food administrator in the state administrators of Washington, Oregon, California and Alaska. Control of the industry will extend to the location of new canneries and regulation and fixing of fish prices.

INCREASE FOR SCRUBBERS.

New York, Feb. 16.—Scrub women who keep public buildings in this city in a sanitary condition receive $7.84 a week and attempt—in many cases—to also support their families. It is now proposed to increase this wage to $9.93 a week.

CAN'T CARRY MESSAGES.

Boston, Feb. 16.—The state board of labor and industries has ruled that girls cannot deliver telegrams in this state. Telegraph companies have been employing girls for this work in Boston.

RAILROAD MANAGERS PRACTICE SABOTAGE

Washington, Feb. 16.—In their desire to discredit government control of railroads and the eight-hour law, railroad managers have adopted a "go-slow" policy, which has resulted in traffic congestion. This charge that our law-abiding citizens are practicing sabotage was made by members of the railroad brotherhoods at a hearing before the government's railway wage commission.

The workers used such vigorous expressions as "rotten railroading" to convey their opinion of the way business has been carried on since the government took charge, and they offered to produce scores of instances of delayed crews, changes in personnel and misuse of rolling stock to prove their statements.

W. G. Lee, president of the Brotherhood of Railroad Trainmen, said:

"Can you tell me why the Pennsylvania, long regarded as the model railroad, should fall down all of a sudden? Why was a veteran yardmaster at Alliance, Ohio, replaced by an inexperienced man who is still there? Trains have been delayed for hours at that point. Why do reports to the interstate commerce commission show that in Philadelphia recently more engines were allowed to freeze up overnight than ever before? One required two weeks for repairs. We have had winters before. Why is all this congestion just now?

"I think I understand why the president said to us, when we assured him of our support in operating the railroads, that he was glad to hear the operatives would assist the government. You have taken over the supervision of the railroads, but you have left the management entirely in the hands of the former owners. They can make a success or a failure of it as they choose."

President Garretson, of the Order of Railway Conductors, said the operating employes are aware of the kind of transportation now being given.

"But I want to say," he declared, "there is one class of employes not engaged in giving a demonstration of what a failure government operation is."

CARTER ON U. S. BOARD.

Washington, Feb. 16.—Director General of Railroads McAdoo has appointed W. S. Carter chief of the division of labor. The appointee, who is president of the Brotherhood of Locomotive Firemen and Enginemen, will organize a staff of assistants to deal with labor complaints and other questions affecting employment conditions, while the railway wage commission will continue to hear wage applications and recommend a general course of action to the director general of railroads.

Members of the railway wage commission are: Secretary of the Interior Lane; Charles C. McChord, member of the interstate commerce commission; J. Harry Covington, chief justice of the District of Columbia supreme court, and William R. Willcox, ex-postmaster of New York city and ex-chairman of the New York public service commission, first district.

Mr. Carter will temporarily withdrawn from active duty as executive of the firemen's brotherhood.

LUXURY TRADE TO END.

New York, Feb. 16.—The retail merchants of the United States were told by H. Gordon Selfridge, London dry goods merchant, that they would soon have to realize that the "luxury trade" must cease. He said it had been eliminated abroad long ago. It would be possible, he pointed out, for merchants "to get and handle the necessities" and declared that "along this line business must be conducted during the war."

Mr. Selfridge spoke at the annual convention of the National Dry Goods association here.

In England, he said, when a man joins the colors if he has a wife and children, his employer sees to it that they are properly cared for. The soldier then is able to attend to the business of fighting with an easy mind.

"It is the duty of American merchants to do as much," Mr. Selfridge asserted.

ADJUST FOUR DISPUTES.

Washington, Feb. 16.—The federal department of labor announces an adjustment of these four industrial disputes: Stationary firemen at Lowell; metal polishers employed in Detroit, Mich., stove works; 450 car men employed on the Chicago, Terre Haute and Southeastern railway at Terre Haute, Ind.; and blacksmiths employed by the General Electric company at Pittsfield, Mass.

WANT NIGHT WORK STOPPED.

San Francisco, Feb. 16.—The Bakers' union reports that over three-fourths of their employers favor the elimination of night work. Both employers and employed agree that this policy will conserve fuel and man power and result in a better grade of bread.

CITY FIREMEN UNITE.

Oakland, Cal., Feb. 16.—Municipal firemen have formed a union and affiliated with the A. F. of L.

MUST BUY REAL ESTATE IN ORDER TO GET WORK

Washington, Feb. 16.—Tom Barker, secretary of the Los Angeles county building trades council, has presented government officials with evidence that workers must buy real estate before they can secure employment at the Los Angeles Ship Building and Dry Dock company's plant.

The real estate is handled by William I. Hollingsworth, a member of the board of directors of the ship company.

Barker's evidence is supported by affidavits which show that workers were assured employment if they bought a lot at the so-called "Harbor City tract." Raymond S. Donnelly swears that he purchased a $600 lot with the understanding that he was to be helped in getting work and when he asked what would become of his money if he was drafted, he was told:

"If I told you you were exempt from the draft I would be arrested. But never mind, we will take care of you if you get drafted." Other affidavits along this line are in evidence.

Business Agent Grow of the Machinists' union assisted Barker in uncovering what Los Angeles unionists declare is "a dirty mess."

U. S. CONTROL SUCCEEDS.

Washington, Feb. 16.—Government control of railroads is proving successful, according to a statement issued by the publicity bureau of the treasury department.

"Already a more efficient operation of the railways taken under control of the government has been effected," it is stated.

"Duplication of service, especially of passenger service, has been eliminated, with more freight traffic made possible as a consequence. The common use of terminals has avoided much delay and shipment by the most direct routes, instead of by longer routes designated by shippers or dictated by the respective railroads' interests or traffic agreements, has saved much time. In short, conflicting corporate interests have been all subordinated to the one national purpose of rapid and efficient moving of traffic, with the result of a distinct speeding up of freight movement.

"Government operation will be more economical. Much duplication required by competitive operation of the railroads is rendered unnecessary and other expenses, too, will be eliminated.'

WAGES MUST BE RAISED.

St. Paul, Minn., Feb. 16.—"It is easy enough to bring a charge of disloyalty against the employe who stops work when he fails to get a living wage, but you don't hear much about disloyalty of the employer who refuses to pay," said A. F. of L. Secretary Frank Morrison, in an interview published in a local newspaper. The unionist came to St. Paul to arrange for the annual convention of the A. F. of L., to be held in this city next June.

"We insist," he said, "that the standards of living be maintained, in spite of greatly increased costs of living. This means wages will have to be advanced to meet the difference.

"President Wilson, members of his cabinet and congress have declared for maintaining organized labor standards in government war industries.

"Mr. Schwab of the steel industry recently stated labor was coming into its own. If he thinks so let him establish union conditions."

STORAGE RULES TIGHTENED.

Washington, Feb. 16.—The federal food administration has ruled that the marking "cold storage" must be placed on all fresh meat, fresh made products, fresh or frozen fish, eggs and butter, if held in cold storage more than 30 days. The administration is seeking to eliminate as far as possible the unnecessary transactions in getting food from the producer and lessening opportunities for profiteering.

No manufacturer is permitted to carry any lard substitute in stock for more than 30 days and at no time can he make contracts for the sale of his products in greater quantity than he can manufacture in that period.

PACKER'S BIG YEAR.

Chicago, Feb. 16. — Morris & company, meat packers, turned its relatively small capital over with $80 a share, besides in the year 1917, according to the annual statement, which shows net profits of $5,401,071.

Despite these huge profits the Morris company is lined up with other Chicago packers to resist living conditions for its thousands of employes.

HELPERS' WAGE RAISED.

Dover, Del., Feb. 16.—Wages of iron molders' helpers employed by the Richardson & Boynton Furnace company have been raised to $[illegible] 1-3 a day. One year ago an agreement calling for $2.50 a day was entered into.

OPERATORS STRIKE.

Collinsville, Ill., Feb. 16.—Unorganized girl operators, employed by the Bell Telephone company, have suspended work to secure better conditions.

"PATRIOTISM WOULD BE STIMULATED IF SHIP PROFITEERS WERE JAILED"

—U. S. Senator Vardaman.

Washington, Feb. 16.—If ship building labor were indifferent in these times it would be the logical result of a policy of flag-waving patriots who have robbed the government through ship deals, declared United States Senator Vardaman, in denouncing scandalous conditions at Hog island, near Philadelphia.

"If labor lags," said the law maker, "and if wilfully done, it is highly reprehensible. But I am inclined to think that the conduct which manifests a feeling of indifference to results on the part of the laboring man is due very largely to the grafting, the mercenary, the criminal profiteering on the part of capital, the possessors of which vie with each other in their lip service to the government. While these patriots for pelf are standing in the limelight of publicity, proclaiming to do and to die if need be for the flag, they are receiving enormous profits from agencies which they themselves had put into operation and which are concealed from public view.

"I have no sympathy with the proposition to conscript labor. If the ingenuity displayed in the matter of devising ways and means to get money out of the public treasury which has been shown by some of these plutocratic patriots of the Hog island enterprise was displayed in the matter of building ships, we would have had an entire fleet constructed by this time."

The speaker insisted that if some of these profiteers were jailed it would stimulate patriotism.

The matter referred to by Senator Vardaman is the result of an investigation into the affairs of the American international ship building corporation, which undertook the Hog island shipbuilding contract with the understanding that the government was to furnish the money and the corporation was to receive profits approximating $6,000,000 for possessing the "know how" of ship yard and ship construction.

The American international corporation, of which the American international ship building corporation is a subsidiary, is officered by C. A. Stone of Stone & Webster, president, and Frank A. Vanderlip, New York banker, chairman of the board of directors. It is shown that these men know nothing of shipbuilding, no more than do these other men of the board of directors:

J. Ogden Armour, meat packer; W. E. Cory, steel magnate; Theodore N. Vail, telephone magnate, and Otto H. Kahn and James A. Stillman, bankers.

In discussing the Hog Island situation in the house, Congressman Alexander, chairman of the committee on merchant marine and fisheries, said:

"I would be reluctant to say that the American international corporation, which is the child of the National city bank (New York city), and of the subsidiary corporation directly engaged in building the plant at Hog island, did not intend to carry out their contract in good faith and safeguarded in every possible way the interests of the government. But they have failed, signally failed, thus far to do so. But great waste is in evidence everywhere and the manner in which the government's funds have been squandered is a public scandal."

Poor food is one of the causes for labor dissatisfaction at Hog island, according to Rear Admiral Bowles, who charges that workers suffer poisoning in a mild form and are charged 35 cents for a meal that costs 11 cents. The ship building corporation is making a profit at the rate of $1,800,000 on this item alone.

Philadelphia, Feb. 16.—The Public Ledger quotes W. Hunter Hayes, formerly sanitary inspector at Hog island, that the feeding of workmen at this ship building plant showed either "the rankest mismanagement or the lowest, meanest form of graft."

U. S. LEGAL SYSTEM DECLARED BACKWARD

Washington, Feb. 16.—In comparing the progress of labor contract legislation in this country and in England, Robert Gildersleeve Paterson, writing on "Wage Payment Legislation in the United States," says "the reasons for our backwardness are found in conditions inherent in American jurisprudence not flattering to our system."

Mr. Paterson's views are published by the bureau of labor statistics, in bulletin No. 229, just issued.

The limitations of a written constitution, the lack of co-ordination between state and federal courts, and the necessity, in order that the constitutionality of a statute may be unquestioned, that it should have the sanction of both state and federal courts, are commented upon. Emphasis is placed upon the persistence of a natural law or individualistic philosophy in the reasoning of the courts, their adherence to formalism and legal precedent, and finally the rigid and illogical separation of law and fact, so that, for example, a court must decide the question of the "reasonableness" of a law as a legal question without any machinery for investigation of the facts.

Mr. Peterson expressed the opinion that "the old freedom of contract is a concept which in its extreme form will prove but a passing phase in our constitutional interpretation."

SUPPORT SABOTAGE CHARGE.

Washington, Feb. 16.—In summarizing reports of special investigators, the interstate commerce commission sustains the charge of railroad brotherhood executives that the railroad managers have "laid down"—practiced sabotage—since the government has taken over control of these properties.

It has been found that trains have been made up and allowed to wait on tracks for hours, clogging freight yards and stopping traffic because of a shortage of engines. Locomotives have been held up for 10 hours in round houses when they should have been turned out in four or five hours. Crews have been held at terminals 16 hours and then relieved by other crews while waiting for engines. Trains on sidings have been held up until the 16-hour law forced roads to send out relief crews.

P. O. MEN NOT PRIVILEGED.

Washington, Feb. 16.—In reply to the postmaster general's claim that post office employes are "a privileged class" the Postal Record, official magazine of the national association of letter carriers, asks:

"Why privileged? What does he mean? What single right or privilege are postal workers conceded that is not common among all civil employes?

"Rather is he the subject of divers rules intended to regulate his conduct on and off duty and he is specifically inhibited from doing a variety of things that any other citizen might properly do. The postmaster general now proposes further restrictions by denying the right of organization and suspending the right of petition, even though in no other way can the sentiments of a body of men be ascertained or their hopes take shape and direction.

"Privileged, indeed!"

DOLLAR VALUE CUT IN TWO.

Portland, Ore., Feb. 16.—Testifying before a wage conference board of the state industrial welfare commission, Prof. Paul H. Douglas of Reed college faculty said that a man who received $50 a month in 1896 was as well off as the man who now receives $100 for the same work. He showed statistics to prove that the cost of food has increased 48 per cent since 1916, and asserted that the purchasing power of a dollar has decreased from 40 to 50 per cent since 1896.

BAR COFFEE SPECULATION.

Washington, Feb. 16.—The food administration has prohibited speculation in green coffee on the New York coffee and sugar exchange. This is effected by prohibiting dealing in green coffee at a price above 8 1-2 cents a pound for certain grades during the period known as "spot" months.

CONSIDER WAGE DEMAND.

Jackson, Mich., Feb. 16.—The wage demand of organized machinists employed by the Michigan Central railroad has been passed to the government's railway wage commission at Washington. The men are asking for [illegible] 1-2 cents an hour and have refused the company's compromise offer of 47 cents.

CONGRESS APPROVES SOLDIERS' CIVIL BILL

Washington, Feb. 16.—The senate, by a unanimous vote, passed the soldiers' and sailors' civil rights relief bill, which passed the house at the special session of this congress.

Under this legislation it will be impossible to foreclose a mortgage or other form of contract where payment has lapsed because the bread winner has been called to the colors.

Where property of any description is sold on the installment plan the act gives a court three powers—it may cancel the contract and order a restoration of the money paid; or it may grant a simple stay of proceedings; or it may order the payment of the debt when it is found the soldier has ample resources.

This applies to furniture and household goods as well as property in other forms.

Courts are empowered to appoint an attorney to represent the absent soldier. The act will remain in force until six months after the close of the war.

During a discussion of the bill, the theory of "sacredness of contract" received several jolts. It was agreed that "there ain't no such animal" during war times. Senator Overman said:

"I think it is the opinion of the committee that there is nothing in the constitution to prevent congress impairing the obligation of contracts." Senator Hardwick agreed with Senator Overman that the United States supreme court never made a decision that congress can not impair the obligation of a contract under present conditions.

PACKERS' UMPIRE NAMED.

Washington, Feb. 16.—Failure of Chicago packing house workers and their employers to agree on an arbitrator has resulted in the appointment of Judge Samuel Alschuler of Chicago by Secretary of Labor Wilson. The umpire is a member of the United States circuit court of appeals, seventh judicial circuit. He will pass upon the workers' demands for higher wages, shorter hours and improved conditions. The award will affect every packing plant in the country.

After both parties signed an arbitration agreement, the packers attempted to withdraw their signatures. When this was suggested to President Fitzpatrick and Secretary Nockels of the Chicago federation of labor, the unionists declined, in language more forceful than elegant.

There are 40,000 workers employed in the Chicago packing industry and about 75 per cent of them have been recently organized.

WANT "MUST-WORK" LAW.

Washington, Feb. 16.—Will some citizen inform United States Senator Smoot how he can draw a compulsory work law that will apply only to so-called "working people"?

The senator told his associates last week that he had drawn a bill to draft this class and compel them to work.

But it seems that the law would have to include all idlers, be they rich or poor, as Senator Smoot informed the senate:

"I discovered the trouble was that we could hardly segregate one class of citizens and compel them to work, because the constitution of the United States will not allow that to be done under the prohibition against involuntary servitude."

CHARGED WITH FRAUD.

Chicago, Feb. 16.—In Federal Judge Landis' court, representatives of the federal trade commission charged that the big Chicago packers entered into a combination to defraud the government by means of collusive bidding for army and navy contracts.

Swift & company is charged with making false entries and statements of fact in certain reports on the ownership and control of subsidiary corporations, and with making false entries in its accounts and records.

OPERATORS BREAK PLEDGE.

Miami, Ariz., Feb. 16.—The Inspiration Consolidated Copper company is ignoring the agreement made with the president's mediation commission that all strikers shall be reinstated, and is importing men to this locality on false claims.

SIGN WRITERS WANT MORE.

Sacramento, Cal., Feb. 16.—Organized sign writers have presented a new wage scale, which includes an increase of 50 cents a day.